REMARKS

Claims 1-7 and 21-24 are now pending in the application. Claims 1 and 5 have been amended. The Examiner is respectfully requested to reconsider and withdraw the rejections in view of the amendments and remarks contained herein.

ALLOWABLE SUBJECT MATTER

Applicants respectfully acknowledge the Examiner's indication of allowable claims 21 – 24.

REJECTION UNDER 35 U.S.C. § 112

Claim 5 stands rejected under 35 U.S.C. § 112, second paragraph, as being indefinite for failing to particularly point and distinctly claim the subject matter which Applicants regard as the invention. This rejection is respectfully traversed. Applicants note that claim 5 has been amended to recite "an engine speed governor arm fixed to said idle speed governor system for rotation with said engine speed feedback shaft". In view of the amendment, Applicants respectfully request withdrawal of the rejection.

REJECTION UNDER 35 U.S.C. § 102

Claims 1, 6, and 7 stand rejected under 35 U.S.C. § 102(e) as being anticipated by Houston (U.S. Pat. No. 6,612,286). This rejection is respectfully traversed.

At the outset, Applicants note that claim 1 has been amended to include "an idle speed governor system having an adjustment mechanism operably connectable between said engine speed feedback shaft and said throttle system". Claim 1 has

been further amended to include, "wherein a feedback force transmitted from said feedback shaft to said throttle system is based on a position of said adjustment mechanism". Applicants respectfully submit that Houston does not teach or suggest such a feature.

Houston provides a ground speed governor system 24. With reference to FIG. 1, a governor shaft 110 is rotatably supported by a drive axle 16 for varying a feedback torque. A governor arm 112 is fixed for rotation with the governor shaft 110. A throttle cable 28 is interconnected with the governor arm for applying a first pulling force to the throttle 22. An accelerator cable 26 is resiliently interconnected with the governor arm to apply a second pulling force to the governor arm 112. The second pulling force induces rotation of the governor arm 112 for applying a torque on the governor shaft 110. The torque balances with the feedback torque of the governor shaft 110 for limiting the second pulling force as a function of the rotational speed of the drive axle 16. Houston does not provide an idle speed governor system having an adjustment mechanism connectable between the engine speed feedback shaft (governor shaft) 110 and the throttle system (throttle cable 28).

Applicants turn the Examiner's attention to FIG. 4 of the instant disclosure. An engine idle speed governor system 200 includes an adjustment mechanism 228. As provided in paragraphs [0024] and [0025] of the instant disclosure, "the desired idling rpm can be set by choosing a spring having a specific biasing force and/or adjusting adjustment mechanism 228." The adjustment mechanism 228 further includes "a slidable bracket member 230 slidably coupled to idle governor bracket 226. Slidable bracket member 230 is positionable relative to idle governor bracket 226 to vary the

biasing force of the idle governor spring 216. Accordingly, it should be understood that through the careful selection and/or adjustment of the idle governor spring 216 and adjustment mechanism 228, respectively, the desired idle setting could be produced irrespective of engine tolerance buildup and the like".

Applicants submit that the ground speed governor system of Houston does not have an idle speed governor system with such capability to "dial-in" the desired idle setting irrespective of engine tolerance buildup. Again, referring to FIG. 1 of Houston, the governor shaft 110 is directly coupled to a first end of the throttle cable 28 by the governor arm 112. A second end of the throttle cable 28 is connected directly to the throttle 22.

In contrast, the present invention provides an idle speed governor system having an adjustment mechanism wherein a feedback force transmitted from the feedback shaft to the throttle system is based on a position of the adjustment mechanism. Applicants respectfully submit that Houston does not teach or suggest an idle speed governor system having an adjustment mechanism wherein a feedback force transmitted from the feedback shaft to the throttle system is based on a position of the adjustment mechanism. Accordingly, reconsideration and withdrawal of this rejection are respectfully requested. As a result, Applicants respectfully submit that claims 1 – 7 are now in condition for allowance.

CONCLUSION

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests

that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action and the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (248) 641-1600.

Respectfully submitted,

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